

North Horsham County Local Committee

**Horsham, Harwood Road near Falklands Drive
Proposed Traffic Signal Controlled Pedestrian
Crossing.**

13th July 2009

**Report by Director of Operations – Infrastructure
and the Divisional Manager – Safety and Traffic
Management**

Ref No. NH5 (09/10)
Key Decision: No
Part I
Electoral Division: Horsham

Executive Summary

Following the public advertisement of a proposed Puffin crossing on Harwood Road Horsham, one letter of objection has been received. The proposal is to install a new dual crossing on Harwood Road, 16 metres north of the centre of Falklands Drive.

Conclusions

Although this local resident has raised three points of objection, it is considered that this crossing would be a valuable addition to pedestrian facilities in the area.

Recommendation

That the North Horsham County Local Committee gives approval to the head of Legal Services to implement the pedestrian crossing on Harwood Road north of Falklands Drive, as advertised.

1. Background

- 1.1 To assist pedestrians to cross Harwood Road, it is proposed to install a Signal Controlled Dual Puffin crossing
- 1.2 A Puffin crossing would be located on Harwood Road, north of the junction with Falklands Drive. The location has been kept under review since 2007 following a request from the WSCC Safer Routes to School team in liaison with Leechpool Primary School for the provision of controlled pedestrian crossing facilities at this location. Of particular local concern are school children walking to Leechpool School from northeast Horsham who cross Harwood Road at this point via the existing pedestrian refuge. The installation of a Puffin crossing would also support the Safer Routes to School initiative to encourage more children to walk to Leechpool School by providing a safer place to cross. A survey over a period of 7 hours showed that 178 pedestrians crossed this length of road against a two-way traffic flow of 12957 vehicles.
- 1.3 The approval of the Cabinet Member for Highways and Transport was given in March 2009 through the approval of the highways work programme to

advertise, and if there were no objections, install a traffic signal controlled dual pedestrian crossing on Harwood Road, Horsham.

2. Discussion

- 2.1 The location exceeds the threshold determined by the Accident and Difficulty weighted Pedestrian and Vehicle count (ADPV²) for installation of a controlled pedestrian crossing. The priority of sites is determined by utilising the number of vehicles and pedestrians and incorporates the pedestrian casualty figures into an approved formula, which includes a factor to reflect the degree of difficulty experienced in crossing the road. There have not been any accidents at this site within the last 3 years. Applying these figures to the formula the resultant score for Harwood Road is 0.86 where 0.7 is the accepted justification point.
- 2.2 As part of the 2009/10 works programme it was agreed that a signal controlled crossing should be installed in response to a request from WSCC Safer Routes to School in liaison with Leechpool School for improved crossing facilities.
- 2.3 The detailed design process determined that if improved crossing facilities were to be provided the closest possible location to the desire line would be north of the Falklands Drive junction. The main determining factors for this location were as follows: -
- This is an established desire line via an existing pedestrian refuge serving the residential areas to the east of Harwood Road
 - Clear inter-visibility between vehicles and pedestrians to the north and south
 - Existing pedestrian footpaths from both the east and west direct pedestrians to cross at this location
 - Pedestrian access to Leechpool Primary School from Harwood Road is via Woodland Close and Woodland Way into Leechpool Lane. Existing footpaths at the proposed crossing point connect Harwood Road with Woodland Close.
 - To the south of the proposed crossing a pedestrian footpath is not present on the east side owing to the southbound slip lane leaving Falklands Drive after which the verge gives way to trees and shrubs associated with St Leonard's Forest. On the west side footpaths are remote from the carriageway and separated from it by a steep grass bank.
 - To locate the crossing further to the north would require the installation of additional footway. It would also locate the crossing very close to the Roffey corner junction.
- 2.4 During the public advertisement of the scheme one letter of objection was received identifying three main points
- 1) The noise from the bleeper would be detrimental to their basic enjoyment of their property
 - 2) Installation of a crossing so close to their property will devalue it in terms of resale value and saleability
 - 3) They do not believe there is a need for a crossing at this location

Consideration has been given to these points with the comments summarised in [Appendix 1](#).

3. Proposals

- 3.1 The proposed traffic signal controlled dual crossing would be installed on Harwood Road, approximately 16 metres north of the centre of Falklands Drive.
- 3.2 Each pedestrian stage of the crossing would only operate by one of the push buttons on the poles being pressed. When operated, pedestrians would then be given a visual invitation, green man, to cross. In addition to the visual display, tactile cones would activate to indicate to pedestrians with visual impairment that all traffic has been signalled to stop.
- 3.3 Lowered kerbs would be installed at the proposed crossing point together with tactile paving to help pedestrians with visual impairment.

4. Consultation

- 4.1 Consultation has been undertaken with Sussex Police who have raised no objection to the proposals
- 4.2 The Cabinet Member Adviser, Mr C Duncton has been consulted and has raised no objection to the proposals.
- 4.3 As part of the initial consultation the Local Member Mr Hellawell has been consulted and has not raised any objections to the proposal.
- 4.5 Horsham District Council, Millais School and Leechpool Primary School were also consulted and have not raised any objections to the proposal.
- 4.6 Public advertisement on 16th February 2009 has resulted in one letter of objection from a local resident.

5. Resources Implications and Value for Money

- 5.1 In line with the policy objective to reduce traffic related casualties, the scheme is on the priority list for the introduction of controlled crossings with an ADPV² score of 0.86
- 5.2 All works totalling approximately £80,000 will be funded from the Safer Routs to School 2009/10 Capital budget.
- 5.3 The annual maintenance cost is estimated at £750 per year, which would be met from the Revenue Works Budget.
- 5.4 This scheme has no identifiable personnel or other resource implications.

6. **Risk Management Implications**

The aim of the scheme is to encourage safe walking for local residents and school children. The scheme has been devised taking into account the desired crossing location, and contains features which are acceptable to the majority of the community and commonly used on pedestrian crossings.

7. **Crime and Disorder Act Implications**

West Sussex County Council do not consider there to be any foreseeable crime and disorder act implications associated with this project/proposal/application.

8. **Human Rights Act Implications**

The rights of those living near to Harwood Road have been considered. The concerns of officers to potential pedestrian injuries and the policy objective to reduce traffic related casualties should then be set against these rights. Taking these points into consideration it is believed that the introduction of this Pedestrian Crossing is still justified.

9. **Customer Focus Appraisal**

A customer focus appraisal is not applicable, as the scheme is outside the defined thresholds.

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Appendices

[Appendix One](#)

Objections/comments in response to local advertisement

[Appendix Two](#)

Key Plan Drawing Number 13797/1

Background Papers

Two letters of objection

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